

How Man Conquered the Air!

Lindy set the world by the ears by flying alone and in one hop from New York to Paris, but it was a longer hop from man's earliest attempt at flying to the young mail flyer's achievement.

"The Story of Aviation"

Just what you have been longing to see, is to be printed in a daily cartoon strip in

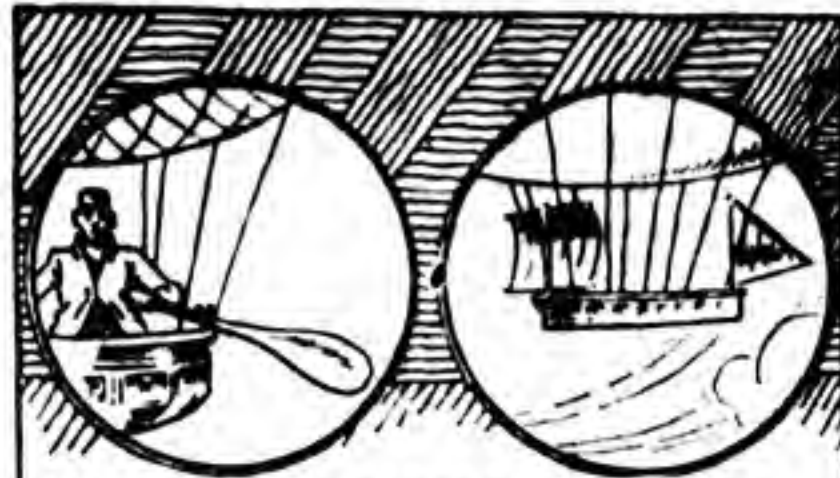
THE DAILY STAR

beginning

Wednesday July 20

This educational series of drawings is the work of R. W. Maxwell and the text of the absorbing story of man's age-long attempt to master flying was written by D. E. Drawbridge.

**BEGIN THE SERIES WEDNESDAY AND
DON'T MISS THIS STORY IN PICTURE
FORM A SINGLE EVENING!**

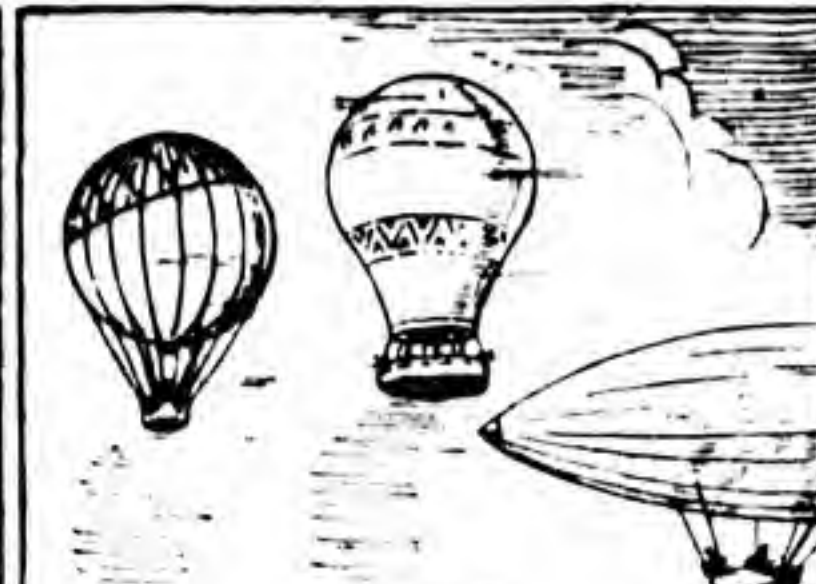


MANY OF THE EARLY BALLOONISTS THOUGHT THAT SHIPS AND BALLOONS COULD BE PROPELLED IN THE SAME WAY.

THE EARLIEST EXPERIMENTERS THOUGHT THAT OARS MIGHT BE EMPLOYED TO PROPEL AND DIRECT A BALLOON, WHILE OTHERS BELIEVED THAT SAILS COULD BE USED. ALL ENDEAVORS OF THIS SORT, HOWEVER, FAILED. FOR THESE REASONS, THE DEVELOPMENT OF THE BALLOON LAGGED.



IN A VAGUE WAY THE EARLIEST BALLOONISTS RECOGNIZED THAT POWER INDEPENDENT OF WIND, WAS NECESSARY TO GIVE BALLOONS STEERAGE WAY AND DIRECTION. EFFORTS TO DEVISE SOME SORT OF AN ENGINE LIGHT ENOUGH TO BE CARRIED INTO THE AIR, WERE UNTIRING.



ONE OF THE FIRST STEPS IN THE EFFORT TO MAKE BALLOONS DIRIGIBLE WAS TO CHANGE THE FORM FROM THE SPHERICAL OR PEAR-SHAPED BAG TO A CYLINDRICAL OR CIGAR-SHAPE. THIS SHAPE LATER BECAME THE FAVORITE DESIGN.



THE ROBERT BROTHERS WERE THE FIRST TO ADOPT THIS CIGAR-SHAPED DEVICE IN 1784, IN FRANCE. THEIR BALLOON HAD A DOUBLE SKIN OR ENVELOPE, ITS PURPOSE BEING TO SAVE THE GAS WHICH ESCAPED THROUGH THE INNER SKIN AND TO MAINTAIN THE RIGIDITY OF THE STRUCTURE.



CLARENCE CHAMBERLIN

MAP SHOWING CHAMBERLIN'S ROUTE IN NEW YORK - KOTTBUS NON-STOP FLIGHT.



CHARLES LEVINE

JUNE 4, 1927 AT 6:04 A.M. AMERICA WAS AGAIN ETCHED ACROSS THE SKIES, WHEN CLARENCE CHAMBERLIN AND CHARLES LEVINE STARTED ON A NON-STOP FLIGHT FROM NEW YORK TO BERLIN. FORTY EIGHT AND A HALF HOURS OUT FROM NEW YORK, AFTER TRAVELING ACROSS THE TRACKLESS ABYSS WITH THEIR COMPASS REFUSING TO WORK, THEY LANDED IN A SWAMP NEAR KOTTBUS, GERMANY, SIXTY MILES FROM THE GOAL OF THEIR FLIGHT, BERLIN. LEVINE, OWNER OF THE PLANE, GOES DOWN IN HISTORY AS THE FIRST TRANS-ATLANTIC AIR-PLANE PASSENGER.

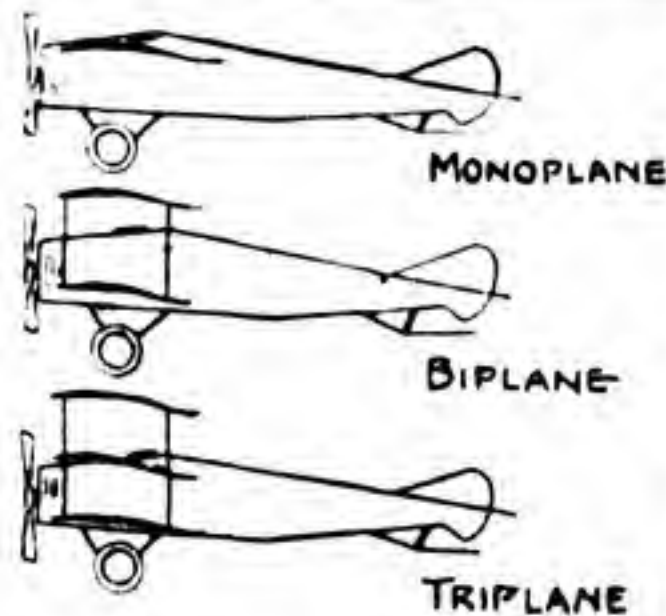
UNITED STATES ARMY'S 12000 POUND FOKKER MONOPLANE C-2, FIRST TO MAKE THE CALIFORNIA - HAWAII FLIGHT.



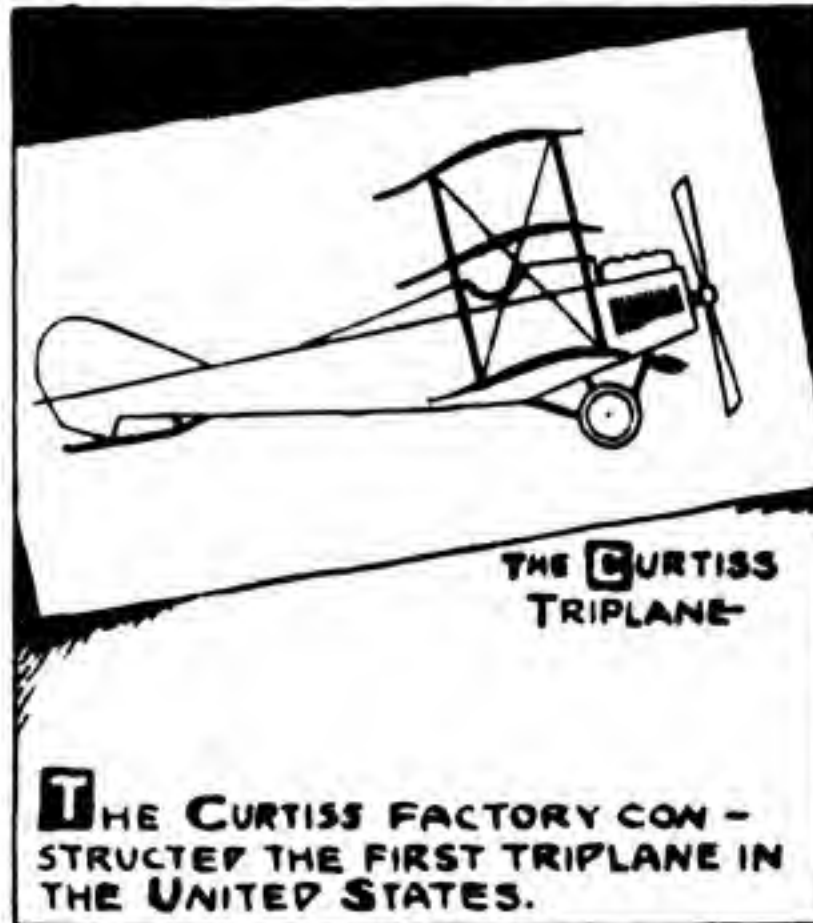
LIEUTENANTS LESTER J. MAITLAND AND ALBERT F. HENNINGSEN, U.S.A., FIRST AVIATORS TO FLY FROM CALIFORNIA TO HAWAII, TOOK OFF AT OAKLAND CALIF. AT 7:00 A.M. JUNE 26, AND ARRIVED AT 6:22 A.M. AT HAWAII, BOTH TIMES BEING LOCAL. THE FLIGHT TIME WAS 25 HOURS AND 45 MINUTES, DISTANCE 2400 MILES.

COMMANDER RICHARD E. BYER, WITH LEUTENANTS GEORGE O. NOBLE, BERT ACOSTA AND BERT BALCHEN, LEFT ROOSEVELT FIELD AT 9:24 A.M. JUNE 29 IN THE "AMERICA", A THREE MOTORED FOKKER MONOPLANE, ON A NON STOP FLIGHT TO PAIDJ FOR THE PURPOSE OF STUDYING THE WINDS AT VARIOUS ALTITUDES IN AN EFFORT TO CHART GENERAL RULES WHICH MIGHT AID FUTURE TRANS-ATLANTIC FLIES. AFTER 40 HOURS IN THE AIR, HAMPERED BY RAIN STORMS AND FOG, THE PLANE WAS FORCED TO LAND IN THE ENGLISH CHANNEL NEAR YED-SUR-MER, FRANCE. REGARDING THEIR FAREWELLING EXPERIENCE, BYER SAYS, "THE TIME FOR TRANS-ATLANTIC PASSENGER TRAVEL HAS NOT YET COME. MORE SERIOUS EXPERIMENTAL FLIGHTS WILL HAVE TO BE MADE BEFORE ANYONE CAN TALK SERIOUSLY OF THEM. THE WORK ALREADY DONE WILL HAVE TO BE CARRIED ON."

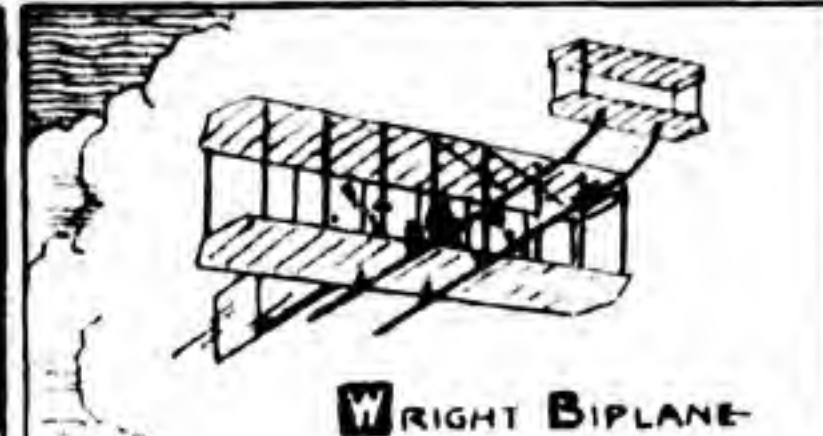
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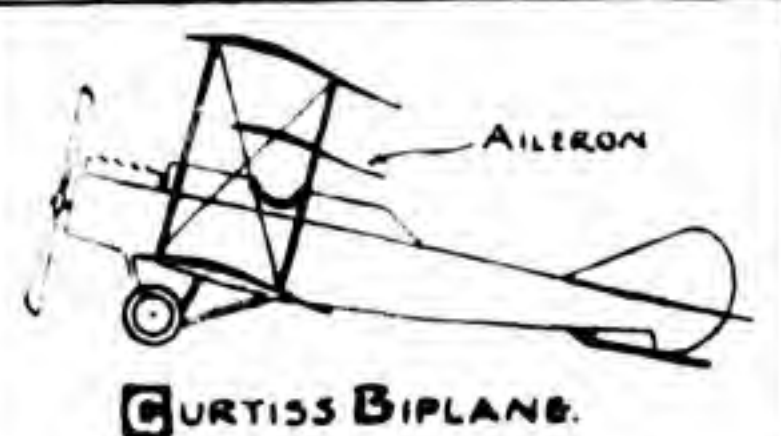
UNTIL 1916 ALL THE SUCCESSFUL FLYING MACHINES WERE EITHER BIPLANES OR MONOPLANES. IN THAT YEAR SEVERAL TRIPLANES WERE EMPLOYED IN THE WAR OF THE NATIONS.



THE CURTISS FACTORY CONSTRUCTED THE FIRST TRIPLANE IN THE UNITED STATES.



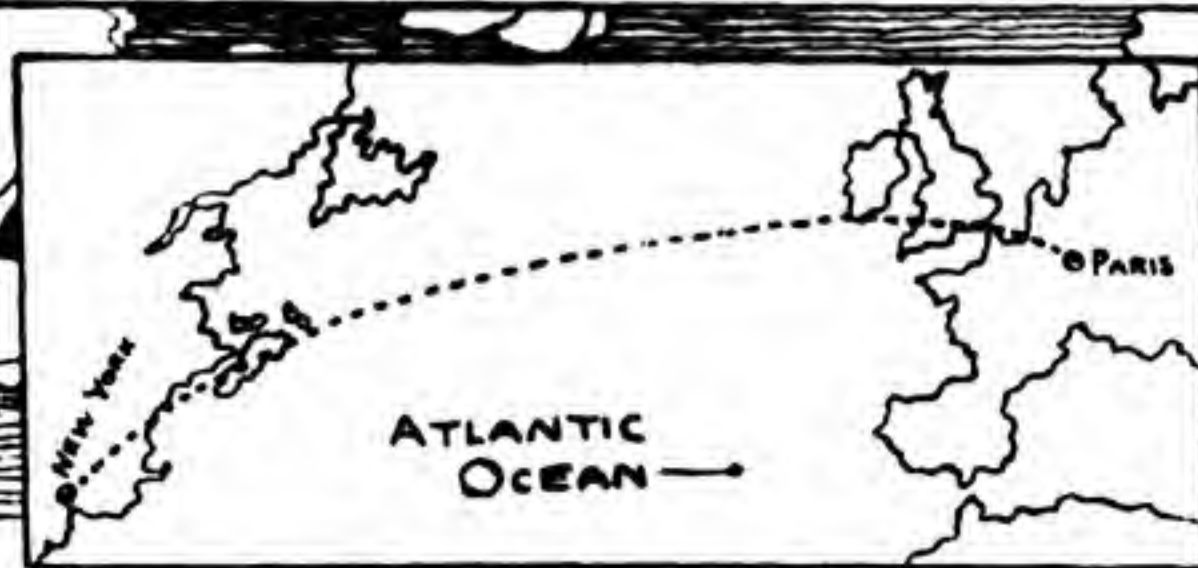
THE DISTINCTIVE FEATURE OF THE WRIGHTS' INVENTION IS THEIR METHOD OF MAINTAINING LATERAL STABILITY, THAT IS, OF PREVENTING THE MACHINE FROM TIPPING TO ONE SIDE OR THE OTHER. IF A GUST OF WIND LIFTS ONE END OF THE BIPLANE, THEY WARP OR BEND THE OTHER END TO INCREASE ITS ANGLE WITH THE GROUND, AND AS A RESULT, ITS LIFTING POWER.



Maxwell.

GLENN CURTISS, WHOSE FIRST BIPLANE WAS BUILT IN 1908, INVENTED A SUBSTITUTE FOR THE WRIGHT WING-WARPING METHOD OF MAINTAINING SIDE-TO-SIDE BALANCE. HIS MACHINES WERE EQUIPPED WITH AILERONS, OR HORIZONTAL RUFFERS SET BETWEEN THE TWO PLANES, ONE AT EACH SIDE.

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CAPTAIN CHARLES LINDBERGH LEFT ROOSEVELT FIELD, LONG ISLAND, AT 7:55 A.M. FRIDAY, MAY 20, 1927, IN HIS MONOPLANE "THE SPIRIT OF ST. LOUIS" WHICH WAS EQUIPPED WITH A WRIGHT WHIRLWIND MOTOR MADE IN PATERSON, N.J. HIS PROVISIONS CONSISTED OF A FEW SANDWICHES AND A BOTTLE OF WATER. HE ENCOUNTERED A BAD SLEET STORM OVER NEWFOUNDLAND AND WAS TEMPTED TO TURN BACK. AT 4 P.M. SATURDAY HE SAILED OVER IRELAND, FLYING LOW TO GET HIS BEARINGS.



AFTER SIGHTING CHERBOURG, HE CIRCLED OVER PARIS AND WAS GUIDED BY THE SEARCH LIGHTS TO LE BOURGET, THE AVIATION FIELD WHERE HE ARRIVED AT 10:21 P.M.
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CAPT. CHARLES LINDBERGH—NOW COLONEL LINDBERGH IN RECOGNITION OF HIS REMARKABLE FEAT.

...
R. W. Maxwell.



LINDBERGH AVERAGED ABOUT 107 MILES AN HOUR ON THE TRIP WHICH TOOK 33½ HOURS. HE WAS ACCORDED AN UNPRECEDENTED RECEPTION BOTH ABROAD AND AT HOME, AND WON THE RAYMOND ORTEIG \$25,000 PRIZE FOR A NEW YORK-PARIS NON-STOP FLIGHT.